



Transportation Commission

November 20, 2019



Public Comment Period - 3 min per speaker

Agenda Item #1



COMMISSION MINUTES: October 16, 2019 Meeting

Agenda Item #2



Commission Updates

Agenda Item #3



Alexandria Transit Vision Study

Agenda Item #4



Transportation Commission

November 20, 2019



Why do we need a new “Transit Vision”?

- Alexandria is changing...
 - Travel behaviors (when/where we go, travel modes, expectations)
 - Rapid growth in population & jobs (+15-20% over next decade)
 - New activity hubs that aren't well served (Carlyle, Potomac Yard)
 - Bus network has not kept up... “Prosperity in Peril”
- Ridership decreases over last five years
- Buses as a centerpiece of a modern city's network
 - Not an afterthought



- Analyzed existing and future conditions
 - Choices Report and Round 1 Engagement
- Bus network concepts
- Draft Concepts Report

- Updates to the project website
- Civic engagement opportunities
- Coordination meetings with other jurisdictions and transit providers
- Briefings to City leadership



Previous Commission Recommendation (May 2019)

- What is the appropriate balance between “Ridership” oriented service and “Coverage” oriented service?
 - Commission recommended 85% Ridership / 15% Coverage
 - ATC Board recommended 85% Ridership / 15% Coverage
- What is the appropriate level of service growth by 2030?
 - Commission recommended 25% growth over current service
 - ATC Board recommended 20% growth over current service
- What is the appropriate level of service growth for the short-term (by FY22)?
 - Commission recommended 8% growth
 - ATC Board recommended a range of growth from 0% to 8%



ATC Board



What would the Transit Vision mean for the City?

- Extensive network of high frequency routes
 - All-day, every day to places people want to go
- Dramatic increases in access to high frequency routes :
 - 120,000 city residents vs. 40,000 today
 - 89% of low income residents vs. 29% today
 - 63,000 minority residents vs. 16,000 today
 - 74% of city's senior residents vs. 23% today
- Major increases in off-peak & weekend service (+51% service hours)
- More frequent service = easier connections, better overall network
- 99.2% of existing bus boardings still within 1/8 mile of a stop



DRAFT 2030 Recommended Network for Alexandria

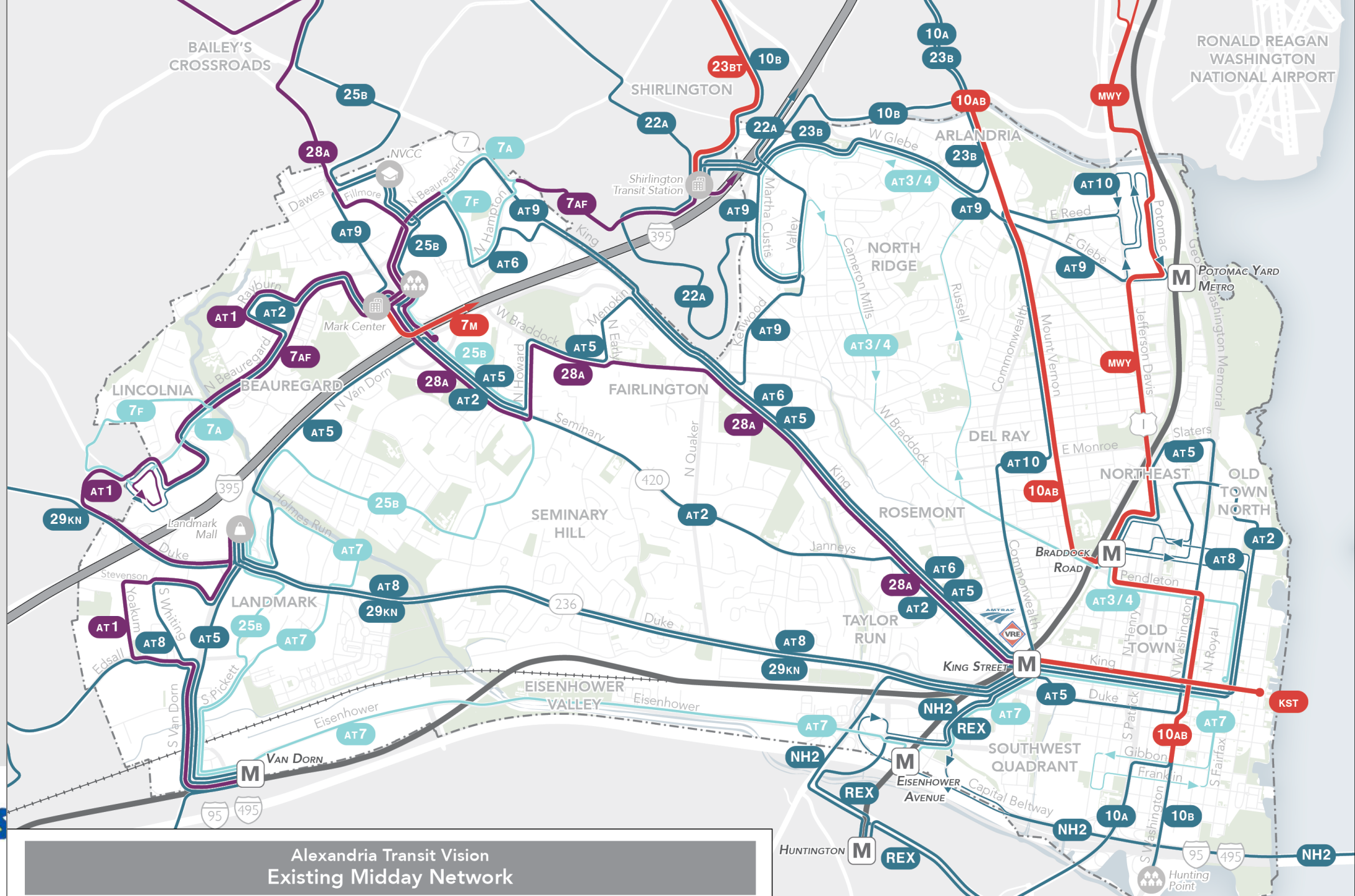
Assumes 20% increase in service for DASH and WMATA



Existing Midday Network

Midday Frequency

- KST** 15 min or better
- 7AF** 16 - 25 min
- AT2** 26 - 40 min
- AT7** 41 - 60 min



2030 DRAFT Network Midday

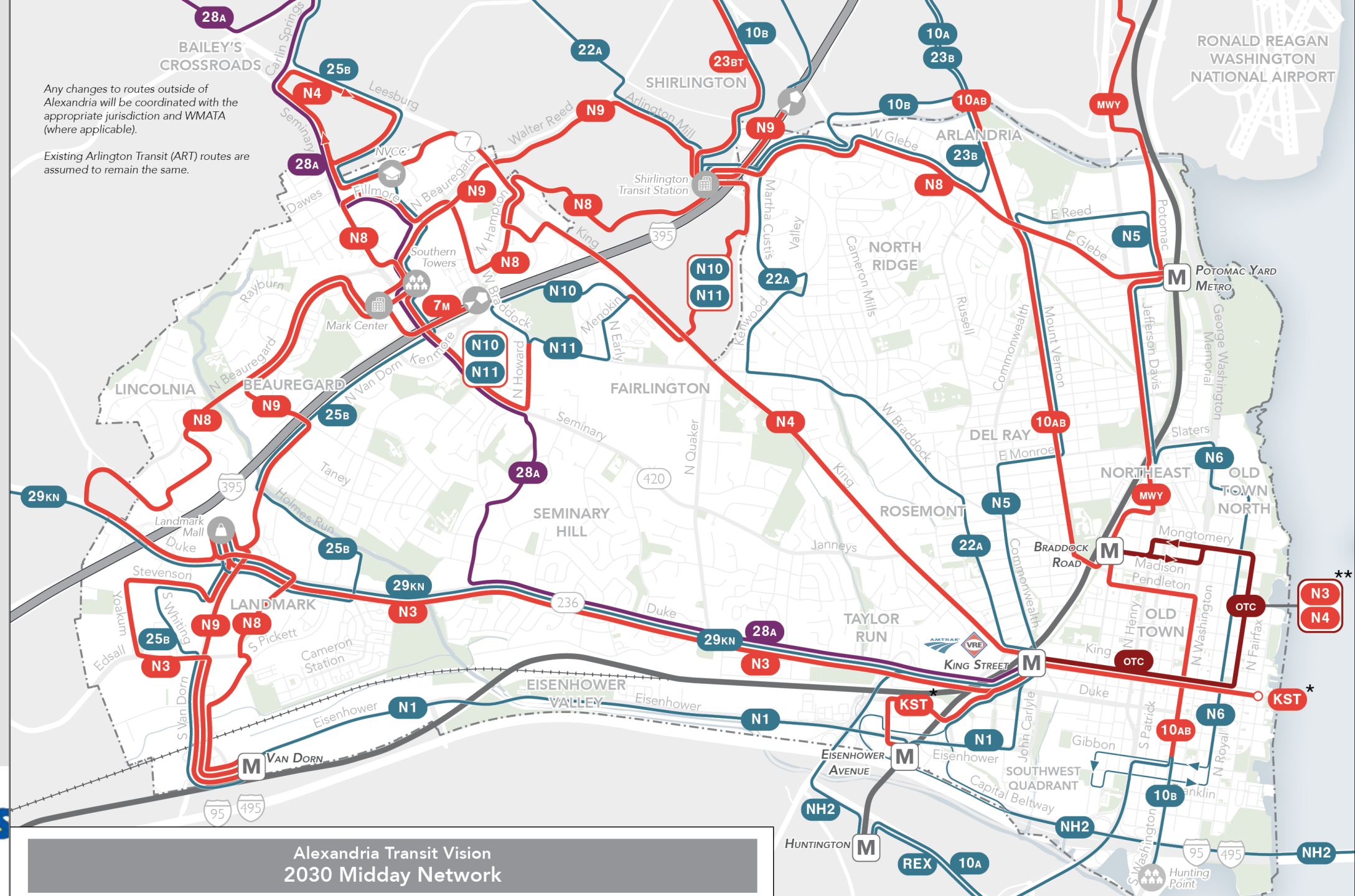
RONALD REAGAN
WASHINGTON
NATIONAL AIRPORT

Any changes to routes outside of
Alexandria will be coordinated with the
appropriate jurisdiction and WMATA
(where applicable).

Existing Arlington Transit (ART) routes are
assumed to remain the same.

Midday Frequency

- OTC 5 min or better
- N7 10 min
- 7M 15 min
- 28A 20 min
- 10B 30 min



Alexandria Transit Vision
2030 Midday Network

2030 DRAFT Peak Network

Peak Frequency

- OTC 5 min or better
- N7 10 min
- 7M 15 min
- 28A 20 min
- 10B 30 min
- M Metrorail line + station
- MWY Metroway
- OTC Old Town Circulator
- Express Service

Any changes to routes outside of Alexandria will be coordinated with the appropriate jurisdiction and WMATA (where applicable).

Existing Arlington Transit (ART) routes are assumed to remain the same.

Service continuing to Pentagon Station

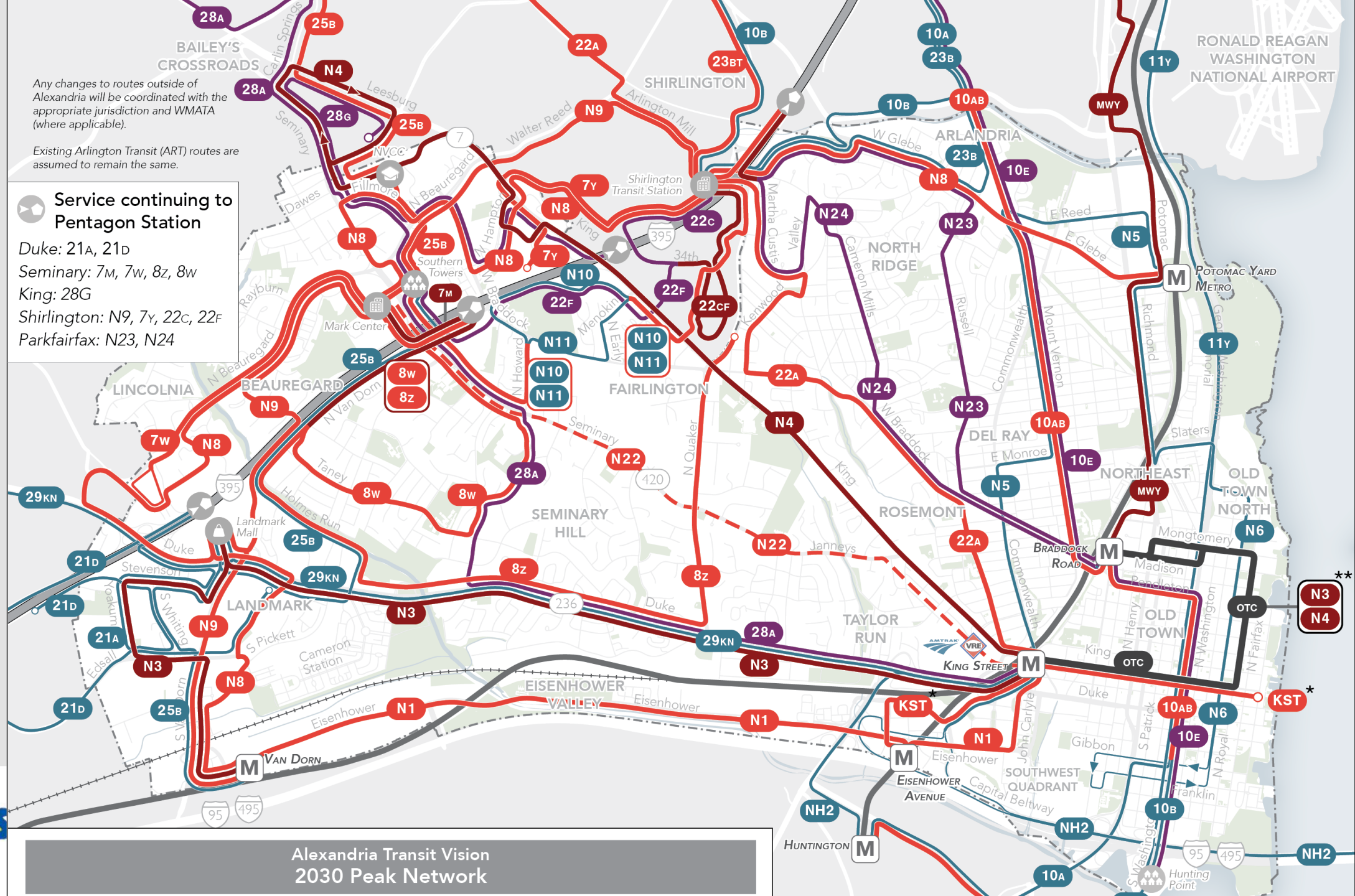
Duke: 21A, 21D

Seminary: 7M, 7w, 8z, 8w

King: 28G

Shirlington: N9, 7y, 22c, 22f

Parkfairfax: N23, N24



Alexandria Transit Vision
2030 Peak Network

How many residents and jobs are near transit?

2030 Network increases

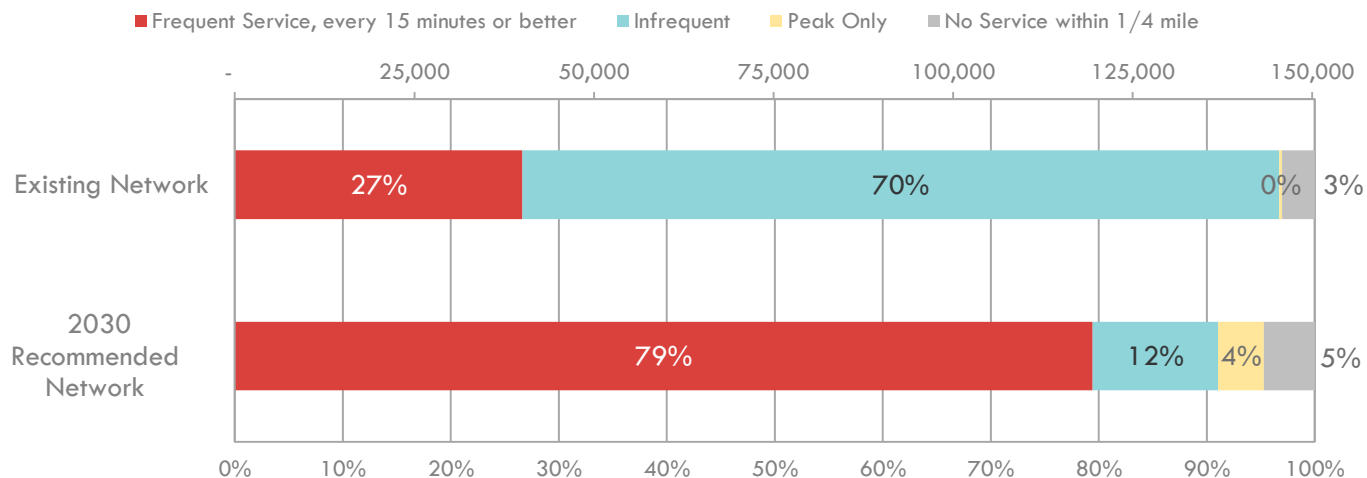
- **Residents** Near Frequent service from **27% to 79%**
- **Jobs** near Frequent Service from **40% to 75%**

Small increase in residents more than 1/4 mile from service (3% to 5%)

- Increase in residents with access to peak-only service (<1% to 4%)

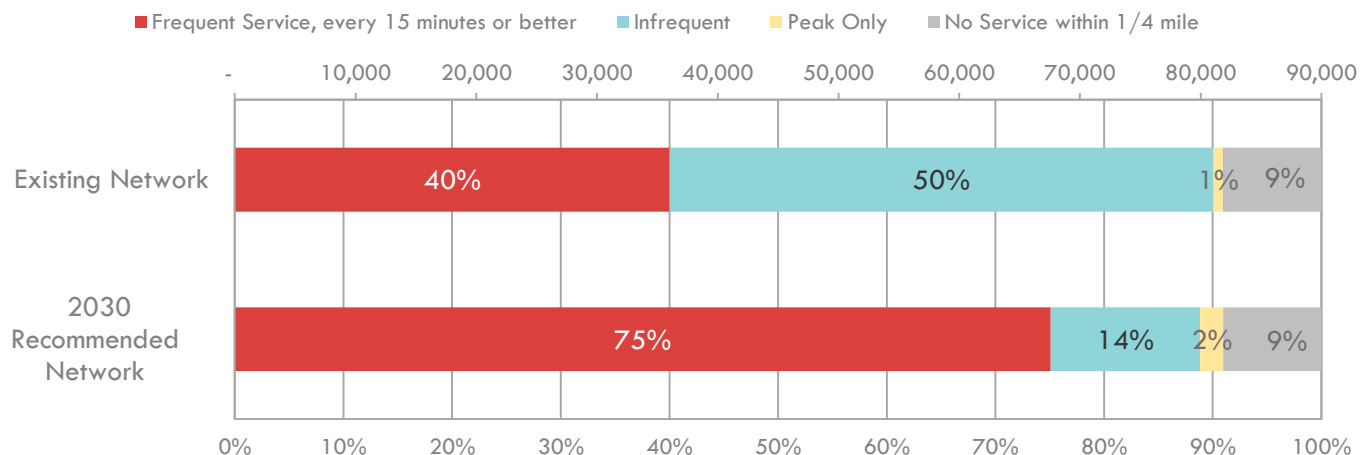
Residents near Transit on Weekdays

within 1/4 mile of a bus stop in Alexandria, Virginia



Jobs near Transit on Weekdays

within 1/4 mile of a bus stop in Alexandria, Virginia



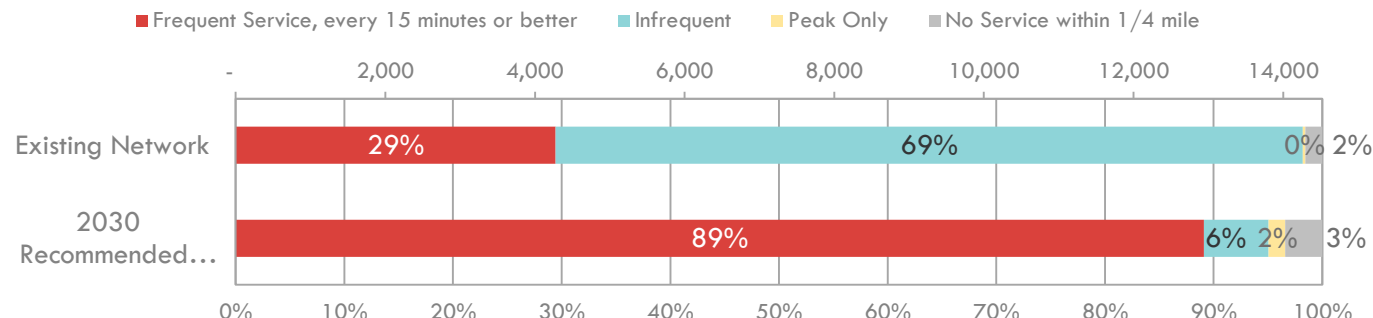
Communities of concern vs. whole city?

- Increase in proximity to frequent service for residents of color and residents in poverty is greater than for all residents.
- For seniors, the increase in frequent service is about the same as for all residents.
- About 1-2% increase in all residents more than 1/4 mile from service



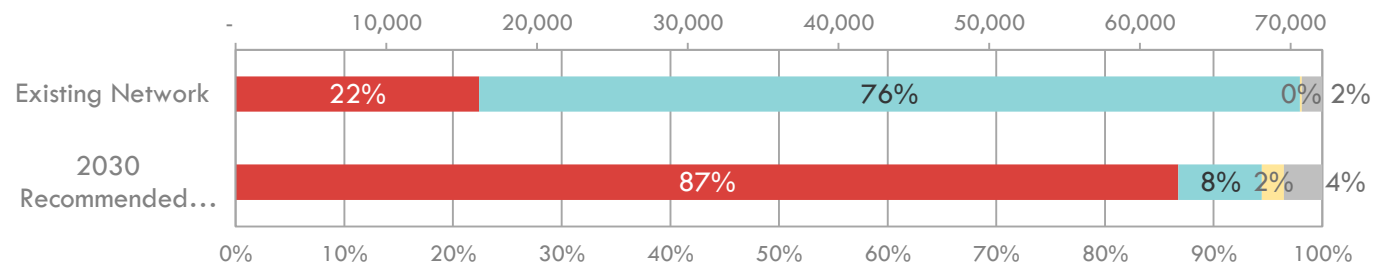
Residents in Poverty near Transit on Weekdays

within 1/4 mile of a bus stop in Alexandria, Virginia



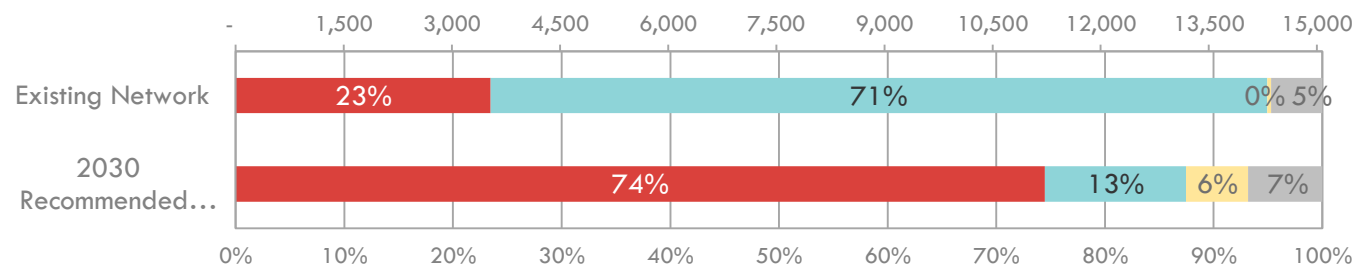
Residents of Color near Transit on Weekdays

within 1/4 mile of a bus stop in Alexandria, Virginia



Seniors near Transit on Weekdays

within 1/4 mile of a bus stop in Alexandria, Virginia



2030 Existing vs Southern Towers

Change in what's reachable within 30 minutes:

- 35% more jobs
- 54% more residents

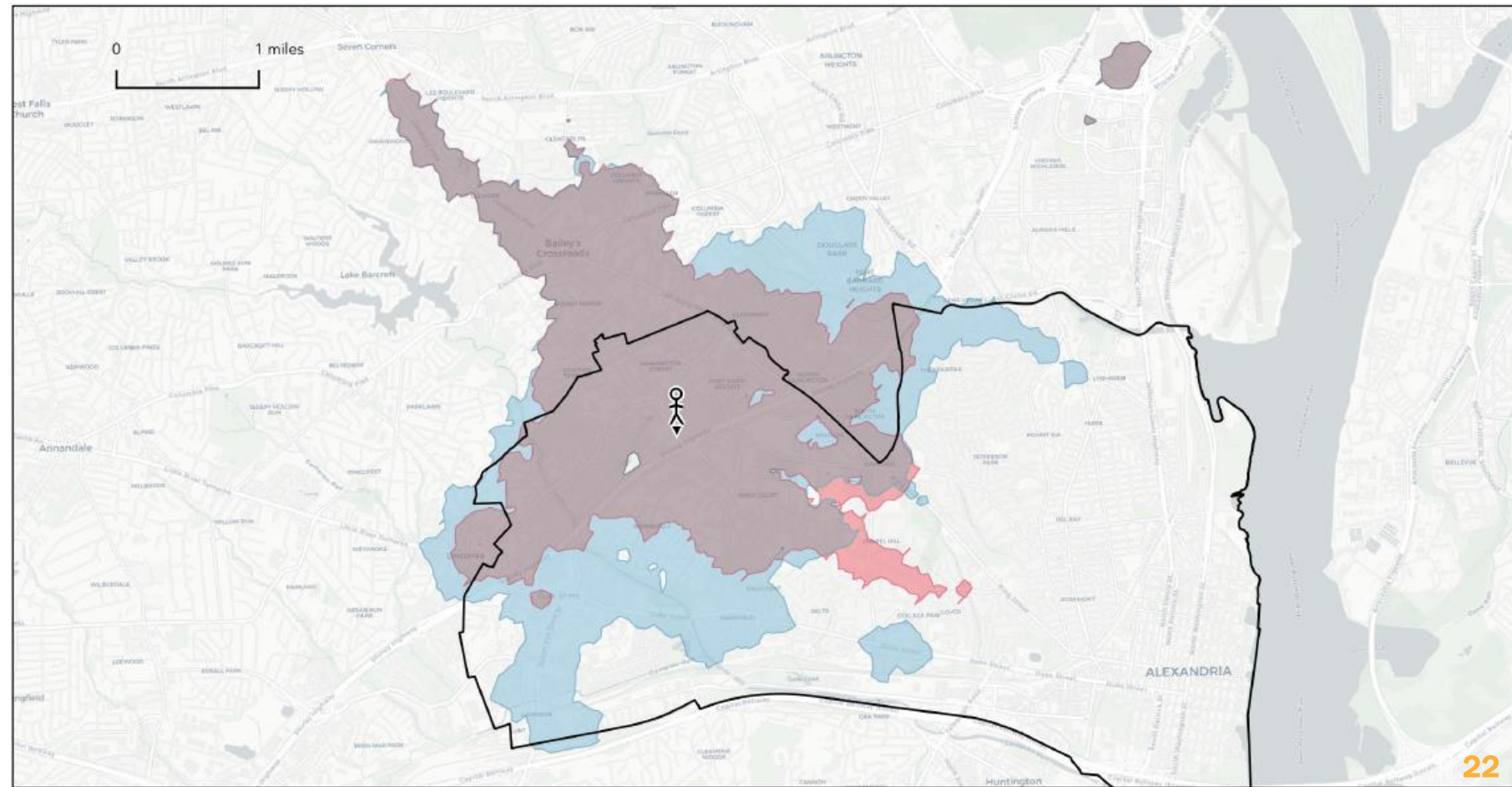


How far can I travel in 30 minutes from Southern Towers at 12 pm?



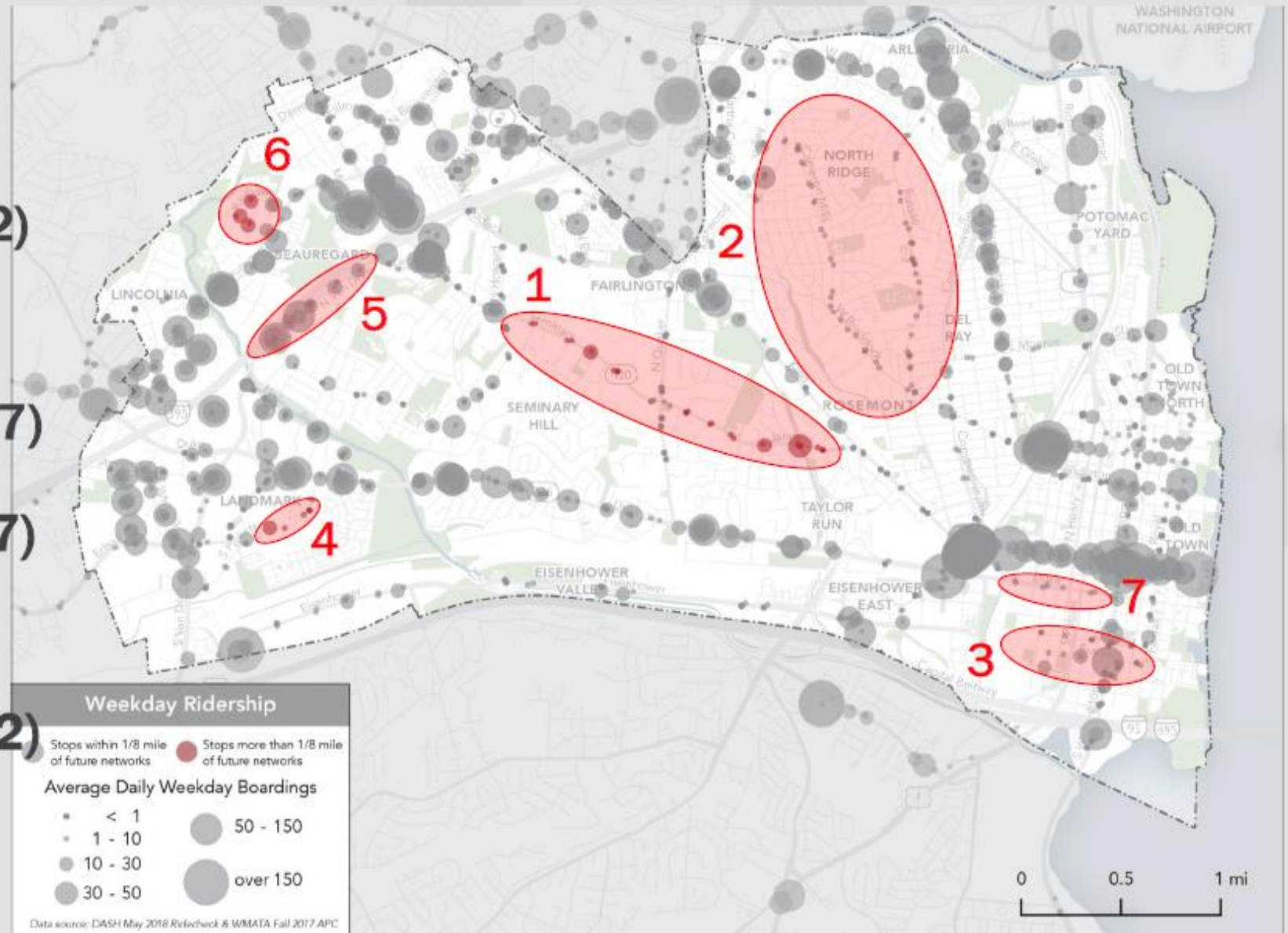
Draft Recommended 2030 Network

54% more residents and 35% more jobs accessible than existing network



Map of ATV Issues/Concerns

1. **Seminary/Janneys (AT2)**
(95 riders – **253 responses**)
2. **AT3/4 Loop**
(45 riders – **10 responses**)
3. **South Old Town (AT3/AT7)**
(60 riders – **9 responses**)
4. **South Pickett Street (AT7)**
(35 riders – **8 responses**)
5. **Van Dorn Street (AT5)**
(154 riders – **6 responses**)
6. **Reading/Rayburn (AT1/2)**
(74 riders – **0 responses**)
7. **Duke Street (AT5)**
(18 riders – **8 emails**)



ATC Board Meeting – November 13, 2019

- AT2 should be maintained on weekdays (30 minute peak / 60 minute Mid-day headways)
- Fiscal impacts should be minimized to the extent possible
- Staff should provide cost impacts associated with reductions to Routes N1, or N10 or N11 that would offset cost of reinstated AT2



Staff Recommendation to Transportation Commission

- The Transportation Commission consider and support the draft recommended ATV networks for 2022 and 2030
- Provide input and approve draft Memo to the ATC Board



Discussion

- Do you support these recommendations?
- Is there any input you would like to provide to the DASH board as they consider approval of the draft network in December?



Stay Involved!

- Have follow up questions? Contact:
 - Steve Sindiong, Steve.Sindiong@alexandriava.gov, 703-746-4047
 - Martin Barna, martin.barna@alexandriava.gov, 703-746-5644
 - Or e-mail to transitvision@alexandriava.gov
- Survey available at www.dashbus.com/transitvision



Thank You!



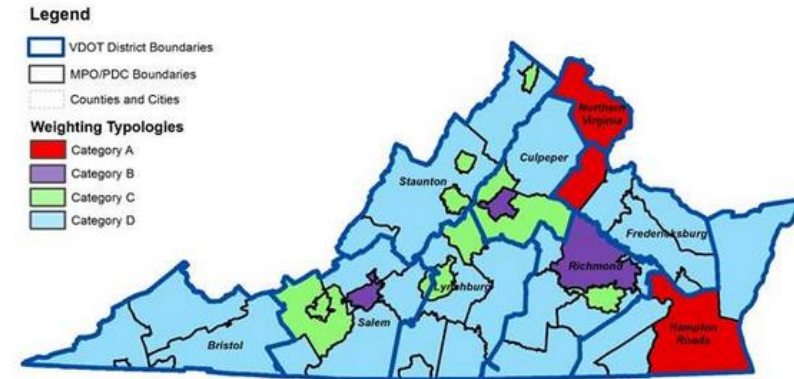


Proposed Changes to SMART SCALE and Highway Safety Improvement Program (HSIP)

Agenda Item #5

SMART SCALE Program

- Statewide Grant Program
- Nationally recognized
- Currently very successful
- Funds:
 - Highway Improvements
 - Transit- and rail-capacity expansion
 - Bicycle and pedestrian improvements
 - Transportation Demand Management (Park and Ride facilities)
- Projects scored by region



Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45 percent	5 percent	15 percent	5 percent	10 percent	20 percent
Category B	15 percent	20 percent	25 percent	20 percent	10 percent	10 percent
Category C	15 percent	25 percent	25 percent	25 percent	10 percent	-
Category D	10 percent	35 percent	15 percent	30 percent	10 percent	-

Alexandria Smart Scale Projects - 2019

- West End Transitway Construction - \$57.2 million.
- Southwest access to the Potomac Yard Metrorail Station — \$50 million.
- DASH fleet expansion and zero-emission vehicles — \$17.4 million.
- Landmark Mall Accessibility — \$6.3 million.
- Duke St. and West Taylor Run Parkway — \$5.7 million

Proposed Changes to SMART SCALE Scoring and Eligibility

Proposed Change	Impact to Alexandria	Preferred Outcome
Land Use – exclude existing densities	Penalizes areas that have already planned well	Preserve scoring for existing land uses
Congestion – include weekend congestion	More difficult to help communities affected by regional traffic	Preserve the weekday congestion scoring methodology
Safety - Prioritizes number over severity of crashes; takes higher score from Land Use	More difficult to achieve Vision Zero	Prioritize severity over crash volume; take increased score from other categories equally
Project Readiness - All approvals for transit required before application	Longer implementation time for large projects (6 year lag between application and funding)	More flexibility to complete requirements after application, more flexibility when scopes change
Transit Maintenance Facilities - Must be related to capacity increase	Could prevent State of Good Repair projects	Recognize when these projects are essential to maintain existing levels

Scenario Run for Proposed Changes

Staff Recommended Combined Scenario - Safety: S1 = 70%, S2 = 30%; ED1: Floor Area Ratio Cap; E2: Subtractive;
E1 weight = 10%; Land Use: L1 = 0%, L2 = 100%; Area A Weighting: Safety = 10%, Land Use = 15%

	Original*	New	Change
Total Available:	\$ 779,842,906	\$ 779,842,906	\$ -
Total Projects:	98	99	1
Total Spent:	\$ 741,756,395	\$ 677,132,513	\$ (64,623,882)

				Original*	New	DGP Remaining**
Bristol	3	4	1	\$ 20,061,316.00	\$ 10,888,316.00	\$ 11,245,013
Culpeper	4	5	1	\$ 20,809,265.00	\$ 23,280,000.00	\$ 5,410,287
Fredericksburg	10	9	-1	\$ 39,826,465.00	\$ 33,452,326.00	\$ 702,268
Hampton Roads	26	25	-1	\$ 285,098,978.00	\$ 282,336,852.00	\$ 3,810,049
Lynchburg	8	7	-1	\$ 52,136,609.00	\$ 48,751,580.00	\$ 6,022,379
Northern Virginia	11	8	-3	\$ 199,826,065.00	\$ 135,021,294.00	\$ 15,073,090
Richmond	14	13	-1	\$ 64,076,418.00	\$ 63,735,912.00	\$ 7,458,829
Salem	6	9	3	\$ 31,376,924.00	\$ 43,334,924.00	\$ 6,139,672
Staunton	16	19	3	\$ 28,544,355.00	\$ 36,331,309.00	\$ 4,764,366

				Original*	New	Change
Highway	57	61	4	\$ 467,780,263.00	\$ 465,268,055.00	\$ (2,512,208)
Bike/Pedestrian	29	22	-7	\$ 88,677,112.00	\$ 63,613,114.00	\$ (25,063,998)
TDM	4	8	4	\$ 14,803,826.00	\$ 25,234,151.00	\$ 10,430,325
Bus Transit	7	7	0	\$ 117,595,194.00	\$ 70,117,193.00	\$ (47,478,001)
Rail Transit	1	1	0	\$ 52,900,000.00	\$ 52,900,000.00	\$ -

Average Project Cost:	\$ 7,568,943	\$ 6,839,722	\$ (729,220)
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\$ 10,000,000.00	88	90	2
\$ 40,000,000.00	6	6	0
\$ 80,000,000.00	3	2	-1
>\$ 80,000,000.00	1	1	0

Total New In:	21
Total New Out:	20

Bike/Ped and Transit projects most impacted

*"Original" denotes the Staff Recommended Funding Scenario originally introduced to the Commonwealth Transportation Board on January 15, 2019

**Based on available District Grant Program funds available as of January 15, 2019

HSIP

- Federal-aid program
 - Reduction in traffic fatalities and serious injuries on all public roads
 - Data-driven, strategic approach
 - Focus on performance
- VDOT's HSIP efforts
 - ID intersections or highway segments
 - Analyzing crash trends and existing conditions
 - Conducting economic and/or risk evaluation
 - Funding projects

Proposed Changes to HSIP

- 80% of funds for “systemic” improvements
 - Starting in FY23
 - Mostly rural
 - No bicycle projects
 - “Pedestrian Crossings” projects unclear
- Spot improvements
 - Starting in FY26



Requested Action

- That the Transportation Commission send a letter to the Commonwealth Transportation Board:
 - Opposing Smart Scale changes
 - Changes are large and proposed very quickly
 - Mostly target urban areas, transit, bike/ped projects
 - HSIP
 - Include bicycle infrastructure
 - Expand definition of "Pedestrian Crossings"
 - Provide more funding for intersection and corridor improvements

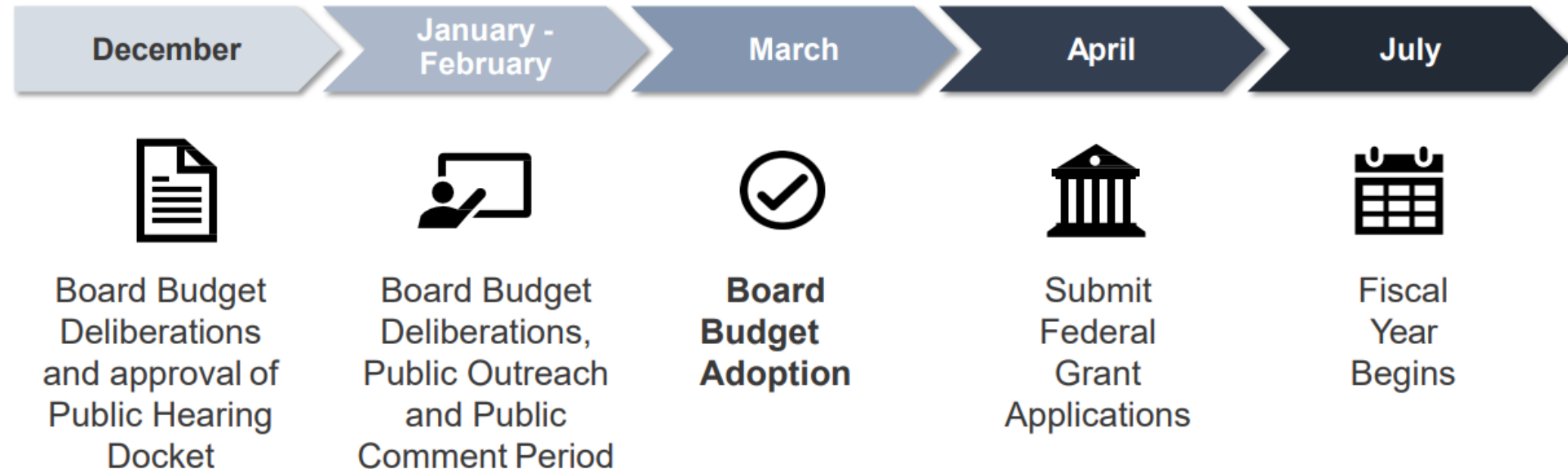


FY 2021 WMATA Budget Proposal

Agenda Item #6

WMATA Budget Timeline

Budget Timeline



Components of Operating Budget

Strategic Budget Considerations

Base Subsidy Growth

Mandated 3% cap
Management efficiencies

Revenue Drivers

Platform Improvement Project
Ridership and fare evasion

Expense Drivers

Collective bargaining agreements
Salaries, wages and fringe benefits
Energy and materials volatility



Exclusions

Silver Line Phase 2
ADA paratransit cost increase
Safety and Health Mandate Growth

Policy Decisions

Late Night Hours of Service on Metrorail
Enhanced customer experience
Fares
Extra Services Fund

Major Proposed Initiatives

Improving Service and Customer Experience



Restore Late Night
Metrorail Service

Provide
Better
Weekend
Service



Improve Key
Metrobus Routes

Initiatives	\$ and ridership in millions			
	Cost	Revenue	Subsidy	Ridership
Better Weekend Metrobus Service	\$3.9	\$1.0	\$2.9	1.2
Improve MetroExtra Service	\$3.4	\$1.2	\$2.2	1.2
Better Weekend Metrorail Service	\$3.6	\$1.3	\$2.3	0.6
Restore Late Night Metrorail Service	\$5.0	\$1.2	\$3.8	0.4
Improve Customer Service	\$2.5	\$0.0	\$2.5	0.0
Reduce Less Productive Bus Routes	(\$32.9)	(\$3.3)	(\$29.6)	(3.2)
Total	(\$14.6)	\$1.3	(\$15.9)	0.2

Proposed Fare Changes

Enhancing Fare Options to Drive Ridership

		Current	Change	Proposed	No Change
Metrorail	Peak Base Fare	\$2.25	+\$0.10	\$2.35	Metrorail Off-Peak Base Fare Off-Peak Max Fare Unlimited Monthly Passes 1-,3-,7-Day Unlimited Passes 7-Day Short Trip Unlimited Pass Metrobus Fare with SmarTrip MetroAccess Max Fare
	Simplify Mileage Tiers ¹	Varies	+\$0.04	\$0.33	
	Peak Max Fare	\$6.00	+\$1.00	\$7.00	
	Weekend Flat Fare	Varies	Up to -\$1.85	\$2.00	
Metrobus	Fare without SmarTrip	\$2.00	+\$0.25	\$2.25	
	Onboard Cash Loading	\$0.00	+\$0.25	\$0.25	
	Lower 7-Day Pass Price	\$15.00	-\$3.00	\$12.00	
Metrorail + Metrobus	Full Transfer Discount	\$0.50	+\$1.50	\$2.00	

1. Standardizes variable Peak Mileage rate of \$0.29 to \$0.33 to \$0.33.

Staff Approach

- Working with Virginia jurisdictional partners to ensure proposed budget is consistent with local and regional policy priorities and is practicing sound fiscal and asset management.
- Major areas of interest:
 - Bus service cuts
 - Regional fare passes and transfer discount
 - Non monetary costs/benefits of late night rail service

Discussion

- What are your priorities for staff in WMATA budget negotiations?



Updates to Receive

Agenda Item #7



Other Business

Agenda Item #8